

IN THE CLAIMS

1. (Currently Amended) An ancillary unit drive adapter for use in an engine block which has at one end a lateral flange formed with an aperture for mounting of the ancillary unit, the drive adapter comprising a casing for mounting on the end face of the engine to overlap the aperture, a shaft journaled in the casing, a formation at one end of the shaft to enable the shaft to be coupled to the input shaft of the ancillary unit and a cog solid with the opposite end of the shaft for meshing with an engine driven gear, and characterised in that faces on the opposite sides of the cog serve in use as bearing surfaces to withstand axial forces acting in both directions on the drive shaft, further comprising a cover encasing the end face of the engine, which cover is formed with a raised ridge for contacting the bearing surface on the cog to limit axial displacement of the drive shaft.

2. (Original) A drive adapter according to claim 1, characterized in that the part of the drive shaft engaged by the cog has the same diameter as the part journaled in the casing.

3. (Original) A drive adapter according to claim 2, characterized in that the drive shaft is formed as a hollow shaft.

4. (Original) A drive adapter according to claim 3, characterized in that an internally splined coupling is formed by broaching one end of the shaft.

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5. (Original) A drive adapter according to claim 4, characterized in that a drainage hole is provided to permit oil collecting in the hollow shaft to drain away in use into the housing of the engine flywheel.

6. (Original) A drive adapter according to claim 5, characterized in that the drive shaft is eccentrically mounted within the casing.

7. (Currently Amended) An engine fitted with an adapter according to preceding claim 1, wherein said axial surface is a raised ridge. ~~Further comprising a cover enclosing the end face of the engine, which cover is formed with a raised ridge for contacting the bearing surface on the cog to limit axial displacement of the drive shaft.~~

8. (Original) An engine according to claim 7, characterized in that the ridge is crescent shaped and has an upward facing opening so as to act as a collector for oil draining down the cover, the collected oil serving to lubricate the bearing surfaces between the cog and the ridge.